

Westbourne &  
North-Western  
Railway  
Manitoba.

Prospectus.

1881



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A. Andrew Merrilees

Montreal  
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PROSPECTUS

—OF THE—

WESTBOURNE &

NORTH-WESTERN

RAILWAY.

MANITOBA.



WINNIPEG:

McINTYRE BROS., GENERAL BOOK AND JOB PRINTERS,

1881.

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THE  
Westbourne & Northwestern  
RAILWAY

*Will be the feeder of the Canadian Pacific Railway for that country lying north of the line and west of Lake Manitoba, traversing in its course a tract of the most fertile land in the North-West Territory.*

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# LOCATION.

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The road is to extend from a point of intersection of the Canada Pacific Railway at or near Portage la Prairie (a town which has communication with the east, both by rail and water) to the White Mud River, which it will cross at the head of navigation. From thence it will run to Gladstone, the County Town of the County of Westbourne; it will then traverse the Beautiful Plains, crossing the Little Saskatchewan at Odanah. The next section will extend to the Assiniboine River, via Shoal Lake, Bird Tail Creek, (crossing it at or near Birtle) and Shell River. From that point only an approximate location is made, but the line will touch Swan River, the Carrot or Root River, cross the Great Saskatchewan at or near Fort a La Corne, thence to Prince Albert. It will then tap the Peace River country, from whence it could be pushed westward as the requirements of the country and the prospects of a Pacific trade may warrant.

# DESCRIPTION OF COUNTRY, POPULATION, TRADE, &C.

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## Portage la Prairie, White Mud Crossing.

A splendid farming country and settled by good farmers. The land in most places is dry and almost uniformly level. The White Mud River would be crossed at the head of deep water communication with Lakes Manitoba and Winnipegosis. The trade of these lakes with the Prairie sections east and west would be large, comprising lumber, salt and building stone, all of which abound in large quantities, and for which demand is already very great along the line of route.

## Gladstone to the Little Saskatchewan.

West of the White Mud river the line will traverse an agricultural country, where wheat and all the other cereals and vegetables are produced in quantity and quality unsurpassed in any other part of Western America, till it reaches the Town of Gladstone, already having a population of 400 or 500 inhabitants, and the County Town of Westbourne. The line there runs through superior agricultural country, which is partly wooded and is already well populated for some forty miles and reaches the Little Saskatchewan—a stream running out of the Riding Mountains, where there is a vast quantity of valuable timber. It is the centre of a district acknowledged to be one of the richest in the whole North-West Territories.

This country is already well settled, almost all the land being occupied and four flouring mills being erected within a radius of twenty miles.

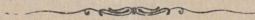
There are four villages, already of considerable importance, the trade of which would be tributary to the railway, and the stream has several very fine water powers affording inducements to build up a large manufacturing interest.

### **The Little Saskatchewan to the Assiniboine River.**

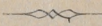
The country between this point and the Assiniboine River, via Shoal Lake and Bird Tail Creek, is settled by persons of capital, principally from Great Britain, who will at once give a large carrying trade of grain, lumber and other products which is calculated upon as a source of lucrative traffic to the Company.

### **Thence to Prince Albert.**

From the Assiniboine River, in its course to Prince Albert, the line runs in a direction along and through the finest portion of the celebrated "Fertile Belt." The point of junction with, and crossing of, the Great Saskatchewan River will be a place of the highest importance as a commercial centre, and the depot of an immense grain producing region. The steady and rapid progress of the Prince Albert settlement is undoubted, and its yearly development is little less astonishing than that of Winnipeg itself. The region beyond in the direction the line, extends, as reported by Professor Macoun and others, is rich in the extreme, and in a very short period must lead to the construction of the road to meet the demands of progress in settlement, and ultimately extends till it secures the rich traffic the commerce of the Pacific will afford.



# COST



It is estimated that this road can be built all thoroughly equipped at about \$10,000 per mile ; but the first section, or that now desired to be put under contract, namely, from Portage la Prairie to Gladstone, thirty-five miles in length, owing to peculiar facilities for railroad construction, can be built and equipped for \$300,000, over one-half of which will be raised as now provided for by municipal bonuses as follows : Portage la Prairie, \$100,000 ; County of Westbourne, \$75,000. For the balance of \$125,000, being a little over \$3,000 per mile, it is proposed to issue bonds of the Company upon the security of the road, the interest of which would at once be secured by the working of the road, and guaranteed by a reliable proprietary interest therein.

To push construction westward as fast as possible, further bonuses will be secured from the different municipalities which are only awaiting facilities for organization to enable them to assist generously an enterprise of such importance to them.



# PROSPECTS.



In submitting this scheme to the public the Directors wish to lay stress on the fact that while railways in Eastern Canada and the States have sometimes been a failure on account of their expensive construction, the cheap lines of the Western part of the continent have always been successful, which fact is largely due to the rapid development that takes place in prairie countries where

obstacles to farming on a large scale do not exist as in Eastern Canada and elsewhere.

The nature of the country is such that cheap branches could be built in different directions, to convey the trade of the different settlements to the main line and thus make the same immediately remunerative.

The location is already made and a telegraph line built between Portage la Prairie and Gladstone.

One of the principal features of this road is that it strikes away North-Westerly from the C.P.R. at almost a right angle from the latter, and that it traverses a country for which no other charter has been granted.





